

The China Mail.

Established February, 1845.

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號十二月一十年五十八百八千一英

HONGKONG, FRIDAY, NOVEMBER 20, 1885.

日四十月十年酉乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GORDON & GORDON, 30, Cornhill, E. C. GORDON & GORDON, 37, Wallbrook, E. C. GORDON & GORDON, 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMERSON PRINCE & Co. 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Singapore. G. HENNING & Co., Manila.

CHINA.—MACAO, F. A. DE CRUZ, Sucro, Quilao, & Co., Amoy, Wilson, Nichols & Co., Foochow, Hedger & Co., Shanghai, Lane, Crawford & Co., and KELLY & WALSH, Yokohama, Lane, Crawford & Co., and KELLY & Co.

Notice of Firm.

NOTICE.
THE BUSINESS OF BROWN, JONES & Co. (Undertakers, 6 Queen's Road East), hitherto carried on by E. L. STAINFIELD, was taken over by me on the 1st November, and will continue to be conducted by me, under the same firm name. A Treasury and Commission Agency has also opened, to be conducted under the name of STRINGER & Co.
B. L. STRINGER.
Hongkong, November 6, 1885. 1037

Intimations.

CITY HALL.
NOTICE.
THE Annual General Meeting of SHAREHOLDERS in and SUBSCRIBERS to the above Institution will be held in the Library, at Noon on SATURDAY NEXT, the 21st day of November instant.
Dated 17th November, 1885.
W. H. R. MOSSOP, Acting Secretary.

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.
AN EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company is hereby called for WEDNESDAY, the 26th Instant, at the Hongkong Hotel, at 3 o'clock p.m., to decide as to whether the LAUNDRY be CLOSED or CARRIED ON.

(Signed) R. C. HURLEY, Secretary.
Hongkong, November 11, 1885. 1960

DENTISTRY.
FIRST CLASS WORKMANSHIP—MODERATE FEES.
MR. WONG TAI-FONG, Surgeon Dentist, (Formerly Assistant to Dr. ROBERTS.) The urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROBERTS, No. 2, DUDDELL STREET.

CONSULTATION FREE.
Discount to missionaries and families. Sole Address, 2, DUDDELL STREET, (Next to the New Oriental Bank.) Hongkong, January 12, 1885. 66

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRATA CENTRAL.
COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BOATS, COCK JACKETS, &c., &c., &c.
Hongkong, May 1, 1882. 256

NOTICE.
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Prata Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES, Secretary.
Hongkong, August 25, 1885. 1458

GRIFFITH'S NEW VIEWS OF HONGKONG.
NOW READY, 1, DUDDELL STREET.

GRIFFITH & Co., MANUFACTURERS OF THE LONDON BRATED WATERS, 1, DUDDELL STREET.
Continue to Supply:

SODA WATER, LEMONADE, GINGERALE, RASPBERRYADE, &c., &c., &c.
At the same Moderate Charges.
Hongkong, June 9, 1885. 957

NOTICE.
ON behalf of the Chinese Passengers who came from Singapore in the P. & O. Co.'s steamer Thetis, which arrived yesterday, I beg to publicly thank Captain W. D. MURIE, the Commander, and Mr. R. R. PRADDER, the Chief Officer, for the kindness and assistance they rendered us in connection with the Death of Wong Ah Yee, one of the Passengers, who died at sea on the 14th Instant, and of Wong Ah Moy, the Daughter of Wong Ah Yee, who died on the 9th Instant, and in bringing their Bodies to Hongkong.

CHAN CHEE TING.
Hongkong, November 16, 1885. 1991

CHEE WO LING KEE HAS always on Hand STEAM LAUNCHES FOR HIRE. Charges as follows:—
Wing-Shing, Wing-Cheong, and Wing-Tye. For first hour, \$3. For second hour, \$2. For every subsequent hour, \$1.
Wing-Fuk, Wing-Loy, and Wing-Lee. For first hour, \$2. For second or subsequent hour, \$1.
Rates for towing Vessels and Cargo-boats, or use of Launches for Excursions to Macao, Canton, or other places may be arranged at No. 29, WING WO STREET, Hongkong, June 13, 1885. 979

Business Notices.

LANE, CRAWFORD & Co. NEW GOODS.

DEMON, 'Champion,' and 'Treble-Grip' TENNIS BATS. The 'Perfect' Seamless Lawn-Tennis BALLS. Fancy Merino Tennis SHIRTS, Silk Tennis SHIRTS. Rowing JERSEYS, and CAPS in a variety of colours. Navy-Blue 'Franklin' SWEATERS, Boating SCARVES. Cricketer BATS, BALLS, GLOVES, and other SUNDRIES. Well-seasoned Ash BILLIARD CUES, \$1.25 each. Double-Barrelled FOWLING PIECES and FITTINGS, from \$45. Sportsman's SUNDRIES and AMMUNITION of all kinds. Courier BAGS, Cartridge BAGS and BELTS, LEGGINGS.

Also, Specially Selected 'PERLA DEL ORIENTE' MANILA CIGARS AND CHEROOTS. LANE, CRAWFORD & Co. Hongkong, November 12, 1885. 1959

JAPAN! JAPAN! JAPAN!!!
IMPORTANT NOTICE.

KUHN & Co.'s FINE ART GALLERY, IS NOW OPEN!

IS NOW OPEN!!!

KUHN & Co. beg to announce that a Portion of their GOODS are now READY FOR INSPECTION in the SHOPS under the Hongkong Hotel. This Splendid Collection of JAPANESE PRODUCTS were originally intended for the Bombay Exhibition, but that having been abandoned, they will be exhibited and offered FOR SALE for a FEW WEEKS ONLY, commencing on the 20th Instant.

KUHN & Co. crave the indulgence of the Hongkong Community for all Short-comings in the arrangement of the EXHIBITION, the space at their disposal being limited, and as they have had a very short time in which to make preparations.

The Shops will remain Open each Evening until 10 p.m. (To our Exhibits at the Calcutta International Exhibition 1884 have been awarded 12 Gold, 5 Silver and 4 Bronze Medals with First-class Certificates of Merit.) Hongkong, November 19, 1885. 2012

Victoria Hotel, Prata and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal HOTELS in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains spacious and comfortable Reception, Reading, Billiard and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken. Messrs. DORABJEE & HING KEE, Proprietors.

W. POWELL & Co. RESPECTFULLY CALL ATTENTION TO THEIR LARGE & VARIED STOCK OF WINTER HOSIERY AND GLOVES.

Ladies and Children's CASHMERE HOSE, all kinds of Coloured and Black SILE HOSE. Spun Silk, Merino and CASHMERE VESTS. COMBINATION GARMENTS. WOOL PETTICOATS, with bodices. JERSEYS and JERSEY SUITS. Gentlemen's COTTON, MERINO, CASHMERE and SCOTCH KILT HOSE and HALF-HOSE. MERINO VESTS and DRAWERS. MILLINERY, DRESS-MAKING, TAILORING. VICTORIA EXCHANGE, November 10, 1885. 1951

KELLY & WALSH, LD., HAVE RECEIVED PER FRENCH MAIL.

'The Athol Collection of Scotch Dance Music.' 'Addenda to Queen's Regulations and Admiralty Instructions.' Leland's 'Piglin English Sing Song.' Spence's 'Dictionary of Engineering,' latest Edition. All the latest 'Shilling Dreads.' A quantity of New Children's Books. Williams' 'Manual of Telegraphy.' Hospitalier's 'Domestic Electricity.' Smith's 'Steam Making and Boiler Practice.' Gordon's 'Electricity and Magnetism.' Winsor & Newton's 'Art Hand Books' (the complete series). The Sailor's Pocket Book, latest Ed. Kyle's 'Collection of Scottish Lyrics & Gems.' KELLY & WALSH, LIMITED, HONGKONG. Hongkong, November 18, 1885. 2003

ROBERT LANG & Co., QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

Scotch Tweed Suit, \$15.00. While advertising our 'Specialties' we also wish to draw the attention of our Customers to our, now, complete Stock of TWEED SUITINGS, COATINGS, TROUSERSINGS, SERGES, FLANNELS, &c. A large and choice selection of the newest FABRICS of English, Scotch and Continental Manufacture, from medium to the very finest qualities. Over 100 patterns of Stylish Tweeds of Exceptionally Good value to select from. Dress Suit, \$30.00. Of West of England Super-fine Cloth made to our special order, fast in color and suitable to the climate. Apply to DENNIS & MOSSOP, 43, Queen's Road. Hongkong, October 1, 1885. 1771

Intimations.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1884. SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year and the PROPORTION OF PROFIT for that year to be paid as DONUS to Contributors may be arranged. Returns not sent in before the 30th November NEXT, will be made up by the Company, and no subsequent Claims or Alterations will be allowed. By Order of the Directors, JAS. B. COUGHTRIE, Secretary. Hongkong, October 1, 1885. 1714

HONGKONG RACES, 1885.
WEDNESDAY, THURSDAY, AND FRIDAY, 24th, 25th, and 26th February, 1885.

THE HONGKONG DERBY.

THE HONGKONG DERBY, a SWEEPSTAKE of \$20 each, half forfeit if declared on or before the date of Closing Entries, with \$100 added for 1st Pony and \$50 for 2nd. For all China Ponies bred side Griffiths at date of Entry (SATURDAY, 23rd January, 1885). First Pony, 70 per cent.; Second Pony, 20 per cent.; Third Pony, 10 per cent. Weight 10st. 10lb. One-mile-and-a-half. NOMINATIONS CLOSE on SATURDAY, 19th December, 1885, addressed to the CLERK of the COURSE, at the Hongkong Club.

By Order, H. J. H. TRIPP, Clerk of the Course. Hongkong, November 13, 1885. 1976

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS. VOYAGER'S CELEBRATED BINOCULARS and TELESCOPES. REYNOLDS' LOGS and OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christie & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY, in great variety. DIAMONDS. DIAMOND JEWELLERY. A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

NOTICE.

FOR the Convenience of Customers, the Productions of the 'CHINA SUGAR REFINING COMPANY, LIMITED,' can henceforward be obtained by RETAIL, FOR CASH, at No. 2, PRATA STREET, at the same prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their Monthly Requirements in writing direct to the REFINERY at East Point. JARDINE, MATHESON & Co., General Agents. Hongkong, July 27, 1885. 1262

To Let.

THE PEAK. TO LET, with immediate possession, a BUNGALOW (partly FURNISHED), situated Mount Kellet. Rent moderate. Apply to DENNIS & MOSSOP, 43, Queen's Road. Hongkong, November 12, 1885. 1971

THE PEAK.

TO LET BUNGALOW at Mount Kellet. Five Rooms, Terrace, &c., &c. For 1886 or longer if desired. Apply to JOHN D. HUTCHISON. Hongkong, September 17, 1885. 1625

TO BE LET.

No. 4, RICHMOND TERRACE. A comfortable Dwelling House, cool in Summer, pleasantly situated and commanding picturesque views. TENNIS COURT. Apply to J. D. HUMPHREYS. Hongkong, November 3, 1885. 1908

TO LET.

OFFICES and CHAMBERS, No. 7, Queen's Road, lately occupied by Messrs. JARDINE, MATHESON & Co. Apply to BIRD & PALMER, Who will exhibit Plans and arrange Offices to suit applicants. Hongkong, April 8, 1885. 597

TO LET.

No. 9, REYNOLDS TERRACE, 6 ROOMS, BATH ROOMS, &c. Rent moderate. Apply to C. F. A. SANGSTER, Receiver, A. A. DOS REMEDIOS, Deceased. Hongkong, November 9, 1885. 1945

For Sale.

FOR SALE. THE SPANISH STEAMER PASTIG. Apply to REMEDIOS & Co. Hongkong, September 4, 1885. 1531

FOR SALE.

A HOUSE at the PEAK, with Large TENNIS GROUND attached. A good View of the Harbour and out to Sea. Apply to DENNIS & MOSSOP, 43, Queen's Road. Hongkong, April 11, 1885. 614

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, The 21st November, 1885, at 9 p.m., at his Sales Rooms, Queen's Road, AN ASSORTMENT OF JAPANESE WARE, &c., comprising:—

KANGA, KIRO, TOKIO and SATSUMA VASES, JARS, BOWLS, PLATES, CHINA DISHES, INCENSE BURNERS, DRYERS, DESERTS, TEA SETS, ENAMELED WARE, BRONZES, IVORIES, EMBROIDERIES and KIMONOS.

Also, AN INVOICE OF IMARY WARE, comprising:—

VASES from 12 inch to 72 inch High. &c., &c., &c. TERMS OF SALE.—As customary. J. M. ARMSTRONG, Auctioneer. Hongkong, November 19, 1885. 2011

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR AMOY AND TAMSUI. The Co.'s Chartered Steamship, Captain HADLIN, will be despatched for the above Ports on SATURDAY, the 21st Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers. Hongkong, November 17, 1885. 1930

FOR SINGAPORE.

The Steamship Straits of Gibraltar, Captain DEWAR, will be despatched for the above Port on SATURDAY, the 21st Instant, at 5 p.m.

For Freight, apply to RUSSELL & Co. Hongkong, November 13, 1885. 1979

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship, Captain THOMPSON, will be despatched as above on SATURDAY, the 21st Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, November 13, 1885. 1977

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO. The Co.'s Steamship, Captain POCOCK, will be despatched for the above Ports on SUNDAY, the 22nd Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers. Hongkong, November 17, 1885. 2000

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW CHIWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship, Captain BAZON, will be despatched as above on SUNDAY, the 22nd Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, November 14, 1885. 1983

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED. The Company's Steamer, Captain J. NEWELL, will be despatched for the above Ports on SUNDAY, the 22nd Instant, at Daylight.

For Freight or Passage, apply to YUEN FAT HONG, Agents. Hongkong, November 18, 1885. 2002

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Co.'s Steamship, Captain TALBOT, will be despatched for the above Ports on MONDAY, the 23rd Instant, at 5 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers. Hongkong, November 13, 1885. 2006

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship, Captain G. L. CLARKE, Commodore, will be despatched as above on or about the 24th Instant.

For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, November 19, 1885. 2007

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW CHIWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship, Captain THOMPSON, will be despatched as above on MONDAY, the 23rd Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, November 16, 1885. 1989

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship, Captain KADGAR, will leave for the above places on FRIDAY, the 27th Instant, at 2.30 p.m.

A. MOIVER, Superintendent. P. & O. S. N. Co.'s Office, Hongkong, November 19, 1885. 2010

FOR LONDON VIA SUEZ CANAL.

The Steamship, Captain HADLIN, will be despatched as above on or about the 27th Instant.

This Steamer has excellent Accommodation for Passengers, and carries a Doctor and Stewards.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, November 19, 1885. 2009

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE. (Taking Cargo at through rates to CALCUTTA, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS.)

The Co.'s Steamship, Captain C. LAZZARINI, will be despatched as above on MONDAY, the 30th Instant, at Noon.

For further Particulars, regarding Freight and Passage, apply to the AGENT of the Company, FRAYS CENTRAL. O. BAHRACH, Agent. Hongkong, November 18, 1885. 1938

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA SINGAPORE AND JAVA PORTS. (Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and KITI.)

The Steamship, Captain DARR, will be despatched for the above Ports on WEDNESDAY, the 2nd December, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co., Agents. Hongkong, November 18, 1885. 2004

Sailing Vessels.

FOR NEW YORK. The Fast and Favorite American Clipper Ship, South American, FRANK FORTY, Master, will load here for the above Port, and will have quick dispatch.

Rate of Freight, Shillings Fifteen per ton of 40 cubic feet. For Freight, apply to RUSSELL & Co. Hongkong, November 6, 1885. 1930

FOR SAN FRANCISCO.

The 3/3 L.L.I. American Ship, Captain MINTON, Master, will load here for the above Port, and will have quick dispatch.

For Freight, apply to RUSSELL & Co. Hongkong, October 29, 1885. 1696

FOR VICTORIA, BRITISH COLUMBIA.

The 3/3 L.L.I. British Barque, Captain DORR, Master, will load here for the above Port, and will have quick dispatch.

For Freight, apply to RUSSELL & Co. Hongkong, November 2, 1885. 1905

FOR SALE.

COURSE, DISTANCE, AND AVERAGE SPEED TABLES, FROM LONDON, via THE SUEZ CANAL, TO INDIA, CHINA, JAPAN, &c., BY W. A. GULLAND. To be obtained at the CHINA MAIL OFFICE, Messrs. LANE, CRAWFORD & Co., PALCOEN & Co. Hongkong, September 2, 1884. 1476

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED. AUTHORIZED CAPITAL, £2,000,000. PAID-UP, £500,000.

REGISTERED OFFICE, 40, THREADSTREET, LONDON. BRANCHES: In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS. H. A. HERBERT, Manager, Hongkong Branch. Hongkong, July 4, 1885. 1123

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$500 any one year.
- 3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 1/2 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make draw entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank is marked On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager. Hongkong, May 7, 1885. 764

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000. RESERVE FUND, \$4,500,000. RESERVE FOR EQUALIZATION, \$500,000. RESERVE LIABILITY OF PROPRIETORS, \$7,500,000.

COURT OF DIRECTORS. Chairman.—Hon. F. D. SASSOON. Deputy Chairman.—A. MOIVER, Esq. O. D. BROMMLEY, Esq. H. L. DALRYMPLE, Esq. W. H. FORBES, Esq.

Chief Manager. Hongkong.—THOMAS JACKSON, Esq. Managers. Shanghai.—ALEXANDER CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED. ON Current Deposit, Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED. Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON, Chief Manager. Hongkong, August 24, 1885. 1449

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point. Hongkong, July 20, 1875.

THE TYTAM WATER-WORKS.

The following is the report by the Surveyor General on the Tytam Water Works, presented to the Legislative Council by command of H. E. the Governor:—

Public Works Department,
Hongkong, 1st November, 1885.

Sir,—I have the honor to address you the customary Seasonal report on the progress of the Tytam Water Works. I preface this report by a few remarks on the previous history of the water-supply question and on the measures which the Executive Government has taken to meet the wants of the people in this respect. I make no apology for travelling back to the past, on this occasion, as I apprehend the fullest information touching the whole question will be of interest to the Colony at a time when the Legislature is deliberating on the project of a loan for the purpose of defraying, among other large undertakings, the completion of the works at Tytam.

On looking over my first official report on this subject dated the 1st of November, 1873, now out of print, I find recorded, in regard to the expedients that had been adopted by previous administrations, several interesting historical facts, which I venture to recapitulate here very briefly, as an illustration, if any were needed, of the false economy of dealing with large public questions like the colonial water supply, by ignoring the inexorable behests of the future and providing only for the exigencies of the moment.

I find that in July, 1860, the new Governor, Sir Hercules Robinson, writing to the Duke of Newcastle then Secretary of State for the Colonies, stated that the population of Victoria had suffered very keenly during the previous winter from the scarcity of water, and that the Colonial Government was consequently considering the important question of the most practicable way of obtaining a regular and more generous provision for the people. Subsequently the same Governor reported to the Colonial Office that the project of a Mr. Rawling had been recommended to him by a Royal Commission who had specifically appointed to look into the whole question of the water-supply, and that he was accordingly, subject to Imperial sanction, adopting the recommendations of the Commission.

The project of Mr. Rawling, which involved an outlay of \$170,000, was destined to satisfy only actual necessities. It comprised the erection of a masonry dam fifteen feet high, across the Pokfulam stream, for the purpose of stopping the waters of that stream at a spot a little above where now stands Douglas Castle, and the laying of a siphon to conduct pipe from the pond thus formed, along the Pokfulam carriage road into town. This small masonry dam and pond may still be seen below the Pokfulam reservoir; it did not appear to have been utilized in any way in the larger works that afterwards superseded them, so that Mr. Rawling's outlay on the dam, because it was a dead loss on the subsequent construction of a reservoir higher up the valley.

The new water-works having been sanctioned by the Duke of Newcastle were carried out and completed by Mr. Rawling in a very substantial manner their cost being met by a water rate of two per cent. on the value of house-rentals, a tax that was cleverly succeeded in by a people able to indulge for the first time in what appeared to be comparatively an abundance of pure water.

But the influx of immigration from the mainland had continued unceasingly during the progress of these works, and already one year after their completion the number of water-consumers had increased so largely, that complaint began to be heard among the poorer classes, as in former times, of the insufficiency of water. The winter of 1865, which was one of great drought, precipitated matters and the new water-works which only a few years previously had been generally hailed as a boon were now as universally condemned for their smallness and insufficiency, great pressure being at the same time brought to bear upon the temporary administration of Mr. Mercer to provide a supply more adequate to the public necessities.

No steps however appear to have been taken during the Government of Mr. Mercer, who in the natural course of things would leave so large a question to his successor Sir Richard Macdonnell, and the latter did not arrive in the Colony until the following year.

Sir Richard Macdonnell was not long before he took up the question of the water-supply. There are several minutes from his able pen on the necessity of an ample and complete provision of water for the people. These minutes would seem to have given rise to considerable discussion between the Governor and his professional advisers, who represented to him the difficulty of any provision so large as that which he demanded, and finally the Governor was fain to content himself with a scheme for a small reservoir of about 74 million gallons in the Pokfulam Valley to be finished in four years at a cost of \$250,000. When this estimate of the cost became known, a temporary reaction appears to have set in among those who were unwary of the cost of water-works nor of the sums paid by European cities as a rule for their supplies. Indeed many of the Colonists thought that this time the Government was going too far in the opposite direction, and that the Pokfulam reservoir scheme was not only unnecessarily large and ambitious but far too costly for so small a Colony. Eventually however the scheme was adopted, and within the four years the larger reservoir took the place of the small pond, and though inadequate as a storage source, proved of no small relief in the great straits to which the Colony had been reduced.

But again, for the second time, during the construction of new water-works in Hongkong, the population on whose estimated numbers the calculation for the new supply had been based had largely increased. New requirements had grown up. Water was wanted for industrial as well as for domestic use. The culture of trees and plants entailing irrigation was spreading and asserting its demand. For the purposes of fire extinction this demand was no less loud, and above all the flushing and irrigation of house-sewerage, and other sanitary exigencies required more generous provision than it now appeared could be procured from the new reservoir, so that the first doubts and dissensions as to the sufficiency of the volume impounded at Pokfulam seem to date back from the very first year of the existence of the reservoir, and from that time to the present the complaints of the insufficiency of water have increased and become more aggravated every year with the increase of the population.

In 1872 Sir Arthur Kennedy was appointed Governor, and upon landing in the Colony found among other important matters awaiting settlement by him, the question of the water-supply. This same unfortunate question had in a similar manner, six and twelve years previously, confronted his two immediate predecessors upon their assumption of the Government of Hongkong, and it appeared to be one fated never to be set at rest. The new Government however, profiting by the lessons of the past, and realising the certainty that the necessities

of the young and growing town of Victoria would attain enormously increased proportions in the course of time, declared himself against any partial expedients, however alluring on the score of economy of cost, or against any schemes that would not bear subsequent expansion.

Accordingly upon my joining the Hongkong Civil Service in 1873, I was instructed to submit for the consideration of the Governor in Council, such recommendations as would secure not only an adequate provision for the present, but one capable of extension to meet prospective wants. These instructions involved a large question requiring careful study, so that it was not until the close of the year that I was able to submit my definite report on the result of my investigations.

Before touching however on the recommendations which ensued, it may be as well that I should state the one hand what was the actual allowance per head of population afforded by the Pokfulam reservoir, and on the other hand what were the real water requirements of the people of Hongkong gauged on the most moderate basis. I will take the last point first.

The quantity of water used by civilized communities for domestic, sanitary, industrial, and other purposes has been the subject of so much observation in Europe that experience now enables very approximate estimations to be made of the just requirements of manufacturing and non-manufacturing towns. In England, due regard being had to the minimum daily allowance per head of inhabitant is estimated as follows:—

Gallons per day.	
For domestic uses,	10
For street-watering, fire-extinction,	3
For irrigation,	1
For Trade and Sanitary purposes,	2
Total,	16

London and most of the larger towns of the United Kingdom have supplies considerably in excess of the above figures, but the latter may be taken, under careful regulation, as to waste, as sufficient for a European town not exclusively of a manufacturing character. As regards this Colony we have to consider the constant risk to the Public Health from the habits and prejudices of the race who constitute the bulk of the population, the exigencies of our tropical climate, the densely overcrowded condition of our native town, the danger of epidemics from without no less than from within, the certainty of the continued growth and development of the city and increase of the population, the possibility in our midst, though of course only to a limited extent, of factories and industrial establishments, the need of ample facilities for prompt fire extinction, the extreme desirability of water for the irrigation of plants, and last not least the necessity in spite of the utmost vigilance, of providing a large margin for undue waste especially in native tenements. These varied claims cannot but convince even the most sceptical that the water requirements of Victoria are not any less than those of a European city. No project of supply would be satisfactory to the Colony unless it afforded, in conjunction with existing sources, a daily allowance per inhabitant of not less than from 15 to 20 gallons.

So much for our requirements. Let us now see how much water we had when Pokfulam reservoir was completed and what allowance we have now. In 1873 Victoria contained 93,000 inhabitants of which however, excluding garrison and the shipping, only 92,000 may be included in these calculations as water consumers, and the daily allowance was 2½ gallons per head, made up as follows:—

From Pokfulam,	4.40 gallons.
Wong-nai-Chung,	0.50 "
Dau,	0.50 "
Mint Dam,	0.25 "
Glenally Nullah,	0.10 "
Wells, Springs and other sources,	0.50 "
Total,	5.75

In 1885 the number of water consumers has increased to over 110,000, but the winter allowance of 1873 remains the same for no new sources have been tapped. The same volume of 1873 therefore has now to be divided among 18,000 additional consumers, and this has reduced the allowance per head of population to something over four gallons. Against this reduction however there must be recorded a saving of about half a gallon due to increased supervision against waste.

The difference therefore between the actual volume daily distributed throughout the town, and that required in order, according to European ideas, to satisfy the bare demands of health and comfort, was so wide, that as far back as 1873 it became obvious that any now supplementary works to be of real utility to the population, must yield at least about three times as much water as all existing sources put together.

From all the latter sources we possessed already an aggregate of 2½ gallons, and the question then was whence to obtain the remaining 1½ gallons in order to make up the 12 gallons desiderated. This was the problem to which I was called upon to find a solution in 1873.

(To be continued.)

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND BLACK
SEA PORTS,
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
BORDEAUX, LE HAVRE, DUNKIRK,
LONDON AND ANTWERP.

ON TUESDAY, the 1st December, 1885, Noon, the Company's S.S. **FEHO**, Commandant GUZARD, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th November 1885. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

O. DE CHAMPEAUX, Agent.

Hongkong, November 19, 1885. 2008

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
HUNSDRIE, TRIESTE, VENICE,
PLYMOUTH, AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKANAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **ANCONA**, Captain R. G. MURRAY, with Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY, and SUEZ CANAL, on TUESDAY, the 24th November, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

A. MULVER, Superintendent.

Hongkong, November 11, 1885. 1961

Occidental and Oriental Steam-Ship Company.

PAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship **OCEANIC**, will be despatched for San Francisco, via Yokohama, on THURSDAY, the 26th November, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Return Passages.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Acting Agent.

Hongkong, November 14, 1885. 1984

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY OF RIO DE JANEIRO** will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 6th December, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Return Passages.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Acting Agent.

Hongkong, November 14, 1885. 1985

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS, BY ERNEST J. EITEL, Ph.D., Tutor.

REVISED, WITH ADDITIONS.

Price,

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1993

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Vessel's Name.	Flag.	Captain.	Reg.	Tons.	Date of Arrival.	Discharge or Agents.	Destination.	Remarks.
Steamers								
Amatista	h	Hamlin	Brit.	622	Nov. 17	Douglas Steamship Co.	Amy and Tamsui	To-morrow
Angora	5	Pinkham	Brit.	2077	Nov. 12	Adams, Bell & Co.	Shanghai	To-morrow
Antelope	5	Bragg	Brit.	1870	Nov. 20	Butterfield & Swire	Yokohama & Higo	To-morrow
Ashington	5	Hopworth	Brit.	809	Nov. 20	Siemens & Co.	Nagasaki	To-morrow
Balloua	4	Schoeffer	Ger.	789	Oct. 26	Siemens & Co.	Yokohama & Higo	To-morrow
Bengalee	5	Webster	Brit.	1198	Nov. 20	Gibb, Livingston & Co.	Yokohama & Higo	To-morrow
Canal	5	Orelli	Dutch	1201	Oct. 15	Jardine, Matheson & Co.	Yokohama & Higo	To-morrow
Cicero	5	George	Brit.	1030	Nov. 4	Arnold, Karberg & Co.	Yokohama & Higo	To-morrow
Clara	3	Tann	Ger.	674	Nov. 11	Siemens & Co.	Yokohama & Higo	To-morrow
Duteros	8	Luthjens	Ger.	1197	Nov. 17	H. J. H. Tripp	Nagasaki	To-morrow
Elm	4	Hochreuter	Ger.	166	Oct. 13	Wielor & Co.	Yokohama & Higo	To-morrow
Euphrates	4	Mitchell	Brit.	1300	Oct. 23	Russell & Co.	Yokohama & Higo	To-morrow
Fame	3	Platt	Brit.	117	Nov. 11	H. K. & W. P. Dock Co.	Laid up	To-morrow
Glenfruin	3	Chatter	Brit.	1301	Nov. 9	Arnold, Karberg & Co.	K'loon Dock	To-morrow
Grafron	3	Norman	Brit.	1395	Oct. 16	Jardine, Matheson & Co.	Yokohama & Higo	To-morrow
Iduna	3	Seabourne	Brit.	1198	Nov. 2	Russell & Co.	Yokohama & Higo	To-morrow
Iduna	8	Emcke	Ger.	297	Nov. 9	Edmund Schellhaas & Co.	Yokohama & Higo	To-morrow
Island	3	Allason	Brit.	981	Nov. 15	Gibb, Livingston & Co.	Yokohama & Higo	To-morrow
Killarney	3	O'Neill	Brit.	1069	Oct. 31	Gibb, Livingston & Co.	Yokohama & Higo	To-morrow
Loire Inferieure	4	Phillips	Fch.	632	Nov. 8	Captain	Yokohama & Higo	To-morrow
Lorne	3	Hunter	Brit.	1036	Nov. 20	Tung Kee & Co.	Yokohama & Higo	To-morrow
Milton	3	Kurtzweg	Brit.	220	Nov. 19	Chinese	Yokohama & Higo	To-morrow
Namoa	5	Westoby	Brit.	823	Nov. 20	Douglas Steamship Co.	Yokohama & Higo	To-morrow
Oceanic	4	Metcalfe	Brit.	3807	Nov. 18	O. & O. S. S. Co.	Yokohama & Higo	To-morrow
Passy	4	Fernandez	Span.	284	Sept. 4	Remedios & Co.	Yokohama & Higo	To-morrow
Pilot Fish	6	Stopani	Brit.	181	June 2	H. K. & W. P. Dock Co.	Yokohama & Higo	To-morrow
Prinz Georg	5	Platt	Brit.	2304	Nov. 20	Russell & Co.	Yokohama & Higo	To-morrow
Protos	4	Sorensen	Ger.	1150	Nov. 19	Edmund Schellhaas & Co.	Yokohama & Higo	To-morrow
Signal	3	Hundewaldt	Ger.	388	Nov. 19	Stensen & Co.	Yokohama & Higo	To-morrow
Siglow	3	Newton	Brit.	823	Nov. 19	Yuen Fat Hong	Yokohama & Higo	To-morrow
Thais	5	Peacock	Brit.	819	Nov. 19	Douglas Steamship Co.	Yokohama & Higo	To-morrow
Thibet	2	Mudge	Brit.	1701	Nov. 15	P. & O. S. N. Co.	Yokohama & Higo	To-morrow
Triumph	2	Schultz	Ger.	674	Nov. 1	Wielor & Co.	Yokohama & Higo	To-morrow
Vortugem	2	Brown	Brit.	873	Nov. 18	Arnold, Karberg & Co.	Yokohama & Higo	To-morrow
Will of the Wisp	5	Owston	Brit.	166	Dec. 22	Pustan & Co.	Yokohama & Higo	To-morrow
Sailing Vessels								
Allie Howe	3	Phillips	Haw.	340	Oct. 24	Wielor & Co.	Honolulu	To-morrow
Annie	3	Kroncke	Ger.	423	Oct. 31	Wielor & Co.	Yokohama & Higo	To-morrow
Argunda	3	Green	Brit.	977	Oct. 30	Messageries Maritimes	Yokohama & Higo	To-morrow
Bessie	3	Barter	Brit.	228	Nov. 10	Stensen & Co.	Yokohama & Higo	To-morrow
B. H. Steenkon	3	Meyer	Ger.	285	Aug. 4	Malchers & Co.	Yokohama & Higo	To-morrow
Baja Pan	2	Saxtorph	Span.	1479	Nov. 18	Order	Yokohama & Higo	To-morrow
Centaur	2	Officer	Ger.	408	Nov. 12	Wielor & Co.	Yokohama & Higo	To-morrow
Centennial	3	Bearse	Amer.	1232	Oct. 4	Order	Yokohama & Higo	To-morrow
Dartmouth	4	Clinton	Brit.	915	Oct. 25	Wielor & Co.	Yokohama & Higo	To-morrow
Duke of Abercorn	8	Binnis	Brit.	1050	Oct. 30	Borneo Co., Limited	Yokohama & Higo	To-morrow
Eden	3	N. ira	Brit.	313	Oct. 25	Wielor & Co.	Yokohama & Higo	To-morrow
Elise	4	Rowell	Ger.	1348	Nov. 8	Wielor & Co.	Yokohama & Higo	To-morrow
Ellen	3	Anthony	Brit.	409	Oct. 12	Wielor & Co.	Yokohama & Higo	To-morrow
Emily	3	Watt	Brit.	296	Oct. 12	Wielor & Co.	Yokohama & Higo	To-morrow
Emily F. Whitney	3	Hollins	Amer.	1240	Oct. 8	Gibb, Livingston & Co.	Yokohama & Higo	To-morrow
Felix	3	Dahlberg	Russ.	871	Nov. 3	Master	Yokohama & Higo	To-morrow
Franklin	3	Juan Antola	Hon.	177	Nov. 5	Tai Chung	Yokohama & Higo	To-morrow
General Borthaut	3	Croix	Fch.	600	Oct. 8	Carlowitz & Co.	Yokohama & Higo	To-morrow
Grandee	2	Ellis	Brit.	1878	Oct. 2	P. & O. S. N. Co.	Yokohama & Higo	To-morrow
Great Admiral	3	Thompson	Amer.	1490	May 19	Russell & Co.	Yokohama & Higo	To-morrow
Highlander	3	Bachschot	Amer.	1490	May 19	Russell & Co.	Yokohama & Higo	To-morrow
Isaac Reed	3	Colley	Amer.	1283	Oct. 7	Order	Yokohama & Higo	To-morrow
John C. Smith	2	Foss	Amer.	429	Oct. 28	Arnold, Karberg & Co.	Yokohama & Higo	To-morrow
John D. Brewer	3	Joselyn	Amer.	926	Nov. 9	Russell & Co.	Yokohama & Higo	To-morrow
Lottie Fairfield	3	Bingay	Brit.	164	Nov. 18	Siemens & Co.	Yokohama & Higo	To-morrow
Louise	4	Lemoinc	Fr.	203	Nov. 10	Pustan & Co.	Yokohama & Higo	To-morrow
Lucie	3	Crowley	Brit.	640	Oct. 8	Arnold, Karberg & Co.	Yokohama & Higo	To-morrow
Nanamae	3	Allen	Brit.	837	Nov. 6	Tu W. Wang	Yokohama & Higo	To-morrow
Nicoya	3	Poster	Brit.	594	Nov. 13	Wielor & Co.	Yokohama & Higo	To-morrow
Norway	4	Albrethsen	Norw.	667	Oct. 30	Wielor & Co.	Yokohama & Higo	To-morrow
Nyl Ghan	3	Btuler	Brit.	1252	Nov. 16	Pustan & Co.	Yokohama & Higo	To-morrow
N. Gibson	3	Bailey	Amer.	704	Sept. 16	Russell & Co.	Yokohama & Higo	To-morrow
Oberon	3	Farrell	Brit.	1193	Oct. 19	Russell & Co.	Yokohama & Higo	To-morrow
Palmyra	3	Minott	Amer.	1208	Oct. 1	Russell & Co.	Yokohama & Higo	To-morrow
Pago	3	Henry	Brit.	1490	May 19	Arnold, Karberg & Co.	Yokohama & Higo	To-morrow
Richard	3	Thorndike	Amer.	1119	Oct. 22	Order	Yokohama & Higo	To-morrow
Sofid	3	Ramon	Sp.	594	Oct. 29	Lane, Crawford & Co.	Yokohama & Higo	To-morrow
South America	4	Fowls	Amer.	1694	Sept. 18	Russell & Co.	Yokohama & Higo	To-morrow
St. Petersburg	3	Gadd	Russ.	588	Nov. 11	Captain	Yokohama & Higo	To-morrow
S. D. Carleton	3	Freeman	Amer.	842	July 17	Siemens & Co.	Yokohama & Higo	To-morrow
Three Brothers	2	Kahleke	Brit.	668	Nov. 6	Chinese	Yokohama & Higo	To-morrow
Tika	3	Allen	Brit.	1180	Aug. 28	Pustan & Co.	Yokohama & Higo	To-morrow
Tobago	2	Crosbie	Brit.	281	Nov. 7	Gilmair & Co.	Yokohama & Higo	To-morrow
Two Boys	3	Spirling	Amer.	164	Sept. 11	Blackhead & Co.	Yokohama & Higo	To-morrow
Villa de Rivadavia	4	M. de Carus	Span.	274	Nov. 19	Branda & Co.	Yokohama & Higo	To-morrow